Red Aspect Approaches To Signals (RAATS) Toolkit

Summary

A tool that allows you to find out how often signals are approached at red, when these approaches occur and the type of trains involved. The outputs from the tool can be used to facilitate better timetabling, improve performance, and identify measures to help reduce the likelihood of signals being passed at red.

How it works

Using real-time data from the rail network to estimates the number of times a particular signal is approached at red. Having analysed this data the tool can then provide a breakdown of the different types of approaches to signals and allows factors such as the: train type, weekday and time of day to be investigated. The information is presented in an online resource, extracts of which can conveniently be exported to Microsoft Excel.

How members are using it

During Covid-19, outputs from the toolkit have been used by both RSSB and industry to track the effects of reduced operation on the occurrence of red signals. During periods 1 and 2 of 2020-21 the number of train miles was nearly 40 per cent lower than in 2019-20, while the number of red aspect approaches and SPADs each fell by around 60 per cent. This demonstrated that, when traffic levels fall, there are disproportionately fewer conflicts between train paths controlled by the signalling system.

What members are saying

"As part of our overall approach to managing operational and SPAD risk during the Covid-19 crisis, RAATS has helped us understand the real impact of the timetable changes we have had to make on the amount of red aspects approached."

Justin Willett, Head of Safety and Environmental Standards
Govia Thameslink Railway

To get up to speed on RAATS, visit rssb.co.uk/RAATS

RSSB | A Better, Safer Railway